THE VICTIM OF VAMPIRES,

The Union Pacific Sees New Life in an Auxiliary Bill.

TO BE FORWARDED BY VAN WYCK,

The Senator to Lead in the Herculean Labor of the Seizing the Great Road on the Verge of Bankruptey.

Senator Van Wyck's Remarks. A special meeting of the board of trade was held at their rooms yesterday afternoon at 3 o'clock. The attendance com prised the following members: A. J. Poppleton, John S. Brady, Benj. Gallagher, W. J. Broach, George and Joseph Barker, Champion S. Chase, R. C. Patterson, Robert Easson, Frank Colpetzer, G. M. Hitchcock, W. A. L. Gibbon, T. L. Kimball, P. C. Himebaugh, P. O. Hawes, Edwin Davis, Max Myor, H. G. Clark, E. Rosewater, O. H. Ballou, C. E. Mayne, J. A. McShane, C. L. Erickson, B. F. Smith, J. H. Millard, N. B. Falconer, Samuel Rees, Dr. Conkling, C. F. Goodman, T. C. Bruner and others. Each of these had been addressed a postal card by the secretary of the board, notifying them of the meeting, but not one of them

had received it.

Max Meyer called the meeting to order and said it had been suggested for the purpose of rendering assistance to the Union Pacific road to build branch lines. He then introduced Senator Van Wyck, who had been telegraphed at Washingject with them.

The senator was received with cheers. He said, as he understood it, it was a business gathering called for the purpose of having free and frank interchange of opinions on a subject which was interesting to Omaha. Nebraska and the Union Pacific road. It had been thought not only by the Union Pacific, but also by many persons who have the good of the country at large that it was not altogether. country at large, that it was not altogether a benefit that the fund accumulating, taken from the Union Pacific, put in the treas-ury and drawing meagre interest, should be allowed to remain there, but that it ought to be used for the benefit of the road and the country in general. The matter had been considered, and it was not now doubted that if this was done it not now doubted that if this was done it would be to the advantage of the government, and it had been suggested that this money, therefore, which was tied up under the Thurman act should be used for the benefit of the road and the security of the government. For this purpose, he had introduced a bill in the senate, of which they all knew, for the purpose of utilizing these funds and it was only natural that it should be referred to the Thurman committee.

referred to the Thurman committee. Since that time it had been suggested that instead of using the money of the sinking fund, the company could use its credit to build roads. That, the senator thought might be the easier means, would at least invite less opposition and leave the money in the treasury. From a hasty consideration, he thought it might be the best, at least the most easy to pass, as also for the credit of the road. In 1873, when the country was shocked

with the monstrous injustice and rob-bery of the Credit Mobilier, congress experienced a spasm of honesty, such a spasm as set the seal of disapprobation upon public robbery, the law as passed that the Union Pacific should not be permitted to issue new stock or make mortgages or pledges on the property or future earnings of the company without the consent of congress. Thereafter the earnestness of congress relaxed, and the management failed o notice that there had been power above them. Jay Gould, for whom there was no law, paid no attention to the restric-tions previously made. He made the monstrosity of the Credit Mobilier even more moustrous. Instead of being governed by the law, bonds were issued, stock sold, worthless lines were bought, and he

almost succeeded in bankrupting the The question now was, can anything be D'The question now was, can anything be done? The people are willing to do anything in their power to assist. They are not opposed to railroads, but they are opposed to the manner in which railroads are run. It was from that standpoint that I drew my bill. The Union Pacific and the people are now counseling. They are inclined to take the people into their confidence. The Union Pacific is on the very verge of bankruptey. If taken to day it would bankruptcy. If taken to-day it would scarcely be worth its first mortgage. We are told it is not safe to intrust congress with the management of the railroads. But what reason is there for this fear? The Uniou Pacific, with all that has been done for it by Omaha, Douglas county, Nebraska, and the government, ought to be the grandest property in the country.
Who has been running it? It has not been congress, nor the state. And yet we are told the only railroad are Gould, Vanderbilt, and such railroad men are the only persons to run the roads. Rail-roads ought to be modest. The people will be with the road, and in favor of this bill, if it be based upon justice, and as such, it ought not to favor any capitaliza-tion beyond the cost of auxiliary lines to actual builders. That question is the great cause of the labor troubles which are now occurring everywhere. A rail-road cannot be sustained in this manner any more than can the farm worth \$10,000 upon which the owner gives a mortgage of \$30,000. For the first year, while he is spending his \$10,000, he is successful, but when he comes to pay his interest on the watered valuation and his annual payments, he feels before long that it will be a blessing when the time comes for the mortgagee to take the land from off his hands. Take the Union Padision of his hands. cific and place its value in the millions, and where has the money gone? Into the pockets of Jay Gould, and, of course, the result is very hard on us. With reference to the arrangement that can be made in this case, it ought to represent only the dollars that are the actual value of the roads secured. No more roads ought to be built which do not recognize

ought to be built which do not recognize this fact. There seems to be no objection to the plan proposed because the credit of the Union Pacific road is still worth something. If confidence can be aroused in this scheme, the interest will be in the roads which are to be built, and the persons who have the money to spend would be the most interested. be the most interested.

No matter how good or how perfect this bill may be, it will be opposed. There are influences openly and secretly which will work against it. Other railroads, too, will antagonize it because railroads are sometimes like cannibals, ready at all times to grind one another to dust. There is a road on the north orations in this state. ready at all times to grind one another to dust. There is a road on the north per road on the south. There are twe corthorations in this state, each of which is a burngerous antagonist, and each is strivbur for a patronage which must injure on Pacific. They have no tender the else of mercy, and it was therefore theumbent that something should be done to overcome this great rivalry.

If Omaha and Nebraska wanted something done for them which did not exactly justify his own method of having it done, as the representative of each, he was willing to help them in their own

done, as the representative of each, he was willing to help them in their own way. Their proposition was better than his, and he would gladly introduce their bill. The bill should distinctly state, for the sake of anything hereafter, that any lease or purchase should be upon the actual cost of the road leased or purchased. Notwithstanding that, hereafer, he might make some strictures, he was yet glad to

state that the management of the Union Pacific at present seemed to be in the hands of people who were disposed to secure the confidence of the people, and that not he alone but also others whose duty had been to criticize the road had been impressed with this fact.

The senator then answered a number of questions: That the petitions now in circulation were the best means of bringing the bill into notoricty; that it might be reported as a substitute from the committee now considering his own biill; that it would be advisable to have a bill similar to the one under discussion bill similar to the one under discussion introduced in the house also; that it would be advisable to have the Nebraska dele-gation support the document, and finally that the only opposition he anticipated was from the other roads and that was

always.

The bill was then reported to a committee which conferred with the senator and finally reported the same changes so

as to read as follows:

THE BILL.

Be itenacted by the senate and house of representatives of the United States of America, in congress assembled:

Section 1. That the Union Pacific Rallway Section 1. That the Union Pacific Rallway company is hereby authorized and empowered for the purpose of constructing branch lines, feeders and extensions, to enable it to secure and hold the traffic and business naturally tributary thereto, to organize or cause to be organized, railway companies, under the laws of the several states and territories into and through which it may desire to build and operate such branch lines, and to extend such feeders and extensions; and to aid such companies so organized, and companies heresuch feeders and extensions; and to aid such companies so organized, and companies here-tofore organized for that purpose and their successors, by subscription to the capital stock, and to guarantee the first mortgage bonds of said companies: Provided, however, that such subscription and guarantee of first mortgage bonds shall in no case or under any circumstances exceed the actual cash cost of the roads of said companies and provided further that this act shall not authorize the guarantee of any shall not authorize the guarantee of any bonds issued prior to its approval, and the said Union Pacific railway company is heresaid Union racine railway company is nere-by authorized and empowered to operate and control the roads of said companies so aided or built as aforesaid, and their successors, either by purchase or lease thereof; but in no case and under no circumstances, shall such roads be purchased or leased by said Union Pacific railway company, except upon the basis of the actual cost thereof. And provided further. That such aid by guarantee and subscription shall not be furnished, and such lease or purchase shall not be valid until the same shall have been ratified by two-thirds of the stockholders of the said railway com-

panies.

Section 2. Congress reserves to itself the right to alter, amend or repeal this act when the public interest shall require it; but such repeal shall not effect the validity of any action taken under the power of this act prior to such repeal.

An Omaha May Queen's Address. The following is a copy of the address composed by Julia Delaney, aged 14 years, the May queen chosen from the fifth C class, Hartman school, the teacher of which is M. L. Alter:

MAY QUEEN'S ADDRESS.

Kind friends as we've decided To pass a pleasant day, And as you've kindly chosen To make me "Queen of May,"
I think it is but fitting
That I should tell to you
How very much I love you,
And how I thank you, too.

And so, my little comrades,
When all is bright and gay,
With the birds sweetly singing—
The flowers blooming by the way;
When from the leafy tree-tops
Their little voices ring,
And through the dales and valleys
Their golos thickly swing Their colors thickly spring.

When all around is joyful, And all is glad to-day.

And all is glad to-day.

Let us be merry, also,

And enjoy our first of May.

Let us john our gladsome voices,

Let us dance and play and sing,

And all be gay and happy,

Like birds, to greet the spring.

And when we're old and feeble— When some are far away, And ne'er again we'll neet here To join in sport or play— Perhaps the gladdest moments That we shall ever know,
Will be those hours of spring-time
In the happy long ago.

And now my little comrades, Kind friends, and teacher, too, I'll trouble you no longer, But bid you all adieu; And in the year before us, My wish is but to say That we shall all be happy,

And have many a merry May. Moving for a New Trial. The district court room was crowded yesterday, on the occasion of the ar-guing of the motion for a new trial in the Lauer case. When the announce-ment, however, that Lauer himself would

not be brought into court, many people left the room.

The defendant was represented by Judge Thurston and Judge Savage, the state by Gen. Cowin and District Attorney Estelle. Mr. Thurston made the

opening speech.

Judge Thurston addressed the court Judge Thurston addressed the court for about two hours, basing his argument principally upon two errors in the court's instruction to the jury. He styled the verdict a tribute to prejudiced public opinion, and took occasion to declare that many of the ladies who attended the trial, by nods and smiles, curling of the lips and twinkling of the eyes, influenced the jury in their conclusions. In the afternoon General Cowin replied at length to Judge Thurston's address. at length to Judge Thurston's address, and took occasion to make a scathing reply to some of his opponent's insinua-tions. District Attorney Estelle closed the argument for the state and Judge Savage for the defense. Judge Neville took the matter under advisement and promised to render a decision on Satur-

Matt Clair, hitherto city passenger agent for the Rock Island road, has been appointed traveling agent of the road, which will take him out on the road for three weeks in the month.

A very interesting service for the deaf mutes of the city and neighborhood will be given in Trinity cathedral, Omaha, on Friday evening. The Roy. A. W. Mann, himself a deaf mute, will interpret a sermon by himself which will be read by one of the cathedral clergy. A collection will be taken for the deaf mute mission.

Merefore he asks damage.

Mention was made in the Bee yesterday of a letter received by Marshal Cummings, purporting to have been written by Mrs. Mary Bell, a woman in Chicago, asking if her husband, George Bell, was in jail here. Judge Stenberg yesterday discovered that Bell is serving out a sixty days' sentence in the county jail for an attempted confidence trick. He is a hard citizen, and Judge Stenberg thinks that the letter signed "Mrs. Mary Bell" was written merely to secure his release.

"Fantasma," or funny frolies in Fairy-iand, invented, arranged and produced by the world-famous Hanlon Brothers, will be the attraction at Boyd's opera bouse on Friday and Saturday evenings and Saturday matinee. Reserved seats go on sale to-morrow morning at the box office.

SEWING CIRLS ON A STRIKE.

Reduced Hours Asked of the Canfield Manufacturing Company.

STATUS OF THE U. P. STRIKE.

A Would-Be Diamond Thief Caught-The Lauer Case-An Unloaded Revolver-City Matters of General Interest.

The Brakemen's Strike, The situation with regard to the Union Pacific brakemen's strike was unchanged yesterday, except that the the Nebraska division west of North Platte went out in morning. This stops the running of all freight trains between North Platte and Rawlins, Wyo. West of the latter point, the freight trains are running as usual. All passenger trains are running on schedule time. No special acts of violence are reported, though yesterday the strikers did "tie up" a passenger train at Eagle Rock. ger train at Eagle Rock.

The conductors of the road are still loyal. A telegram was received yesterday

from the chairman of the executive com-mittee of the order in which he stated that the conductors would stand by the road through any and every emergency.
General Traffic Manager Kimball said
yesterday that in his opinion the
strike would soon become general over the road, extending even to the eastern Nebraska divisions. "The whole trouble originated," he said "with those roughs on the Wyoming division, who want the earth. If the brakemen on the other divisions go out, it will not be because they are dissatisfied, but in support of the strikers on the Wyoming division."

Sewing Girls Strike.

Eighteen of the sixty seamstresses em-ployed by the Canfield Manufacturing company struck yesterday on account of a disagreement between themselves and Mr. Canfield. The girls have been working by the piece, and going to work in the morning, sometimes as late as 8 o'clock. The day before yesterday Mr. Canfield said he would not stand it, and they must get to work at 7 o'clock. Half the girls said they wouldn't do it. They took exceptions also to the fact that they couldn't have a full hour for dinner, be-cause while the proprietor did not insist upon half an hour's work during noon, he set the machinery going, and those who wanted to bolt their food could commence to work at 12:30, and continue until 6 o'clock, thus putting in ten and one-

At the Christian Church. Owing to more favorable weather and increasing interest, the attendance was larger Tuesday than on Monday night. The discourse by Rev. R. C. Barrow was from Rom. I-16: "For I am not ashamed of the gospel of Christ, for it is the power of God unto salvation to every one that

believefh." The power of God, said the speaker, for the accomplishment of His purposes, is exerted through agencies of His own selection. His power to bring the sum-mer storm is only present when certain thermal conditions exist. His power for the reproduction of grain is placed in the germ of each kernal, to be developed by conditions of his own selection, and is nowhere else found. If you plant a locomotive it will not produce a stalk of corn, for in no part of this mighty piece of mechanism has God placed his power

for this purpose.

The gospel is the power, not a power of God to save men, hence nothing can be substituted for it.
Gal. 1-8. "Though we, or an angel from heaven, preach any other gospel unto you than that which we have preached unto you, let him be accursed." What is the gospel? It is: First-Something that can be preached; second, believed, and third, obeyed. The speaker read from 1 Cor. 15-3-4, that the gospel is the death resurrection of Christ, for burial and our sins. This is God's power to save. Education rarely reforms men and never purities the heart. The gospel has in it a power, God's power, to purify the heart and lift men and women from depravity to holiness. Can we preach the death, burial, and resurrection of Christ? Yes, it has been preached for more than eighteen centuries. Can we believe it? Yes, milcenturies. Can we believe it? Yes, millions have died as martyrs rather than renounce their faith. Can we obey it? Yes; Rom. 6, 3: "Know ye now that so many of us as were baptised into Jesus Christ were baptized into his death; therefore we are buried with him by baptism into death, that like as Christ was raised up from the dead by the glory of the father, even so we also should walk in newness of life." The speaker emphatized the expression "buried with Christ by baptism" and compared the desire of bereft friends to

be buried with their loved ones, to the desire of their believing penitent to be buried with Christ by baptism.

These services will be continued each evening through the week.

Where Gambrinus Lodged. The workingmen in making their excavations for the foundation of the new Krug building on the south side of Farnam street, between Tenth and Eleventh, have disclosed to view something which has been unknown to all save the early comers to the city. They are the beer vaults of the old Krug brewery. They are of brick of small dimensions, and feebly lighted, and now while not looking like a cellar, can hardly be appreciated as beer vaults. Especially is this the case when one considers the space now required to accommodate the lager now consumed in Omaha. Yet, here was stored some of the beer made in the first brewery in Omaha. The latter stood above them, and in connection with it was a saloon in which Krug, the pioneer, still in our midst, disposed of his simple beverage. His brewing of those days is not what it is at the present time, and some os the good livers of those days yet remain to tell of the effects, jolly and otherwise, the early beverage had upon them and the generation. The value them and the generation. The vaults will be visible, perhaps, for a few days, and then will disappear, as has so much they have centained, forever.

An Unloaded Revolver. Mrs. Sarah Bernstein and her daughter Rachael were arrested this morning on a charge of "threatening to shoot." They had some trouble about a lot on Fourteenth and Jackson streets, which is now occupied by them (the Bernsteins), and which Peter Goos has leased in order to erect a hoteler. Yestday Goos' workmen tried to roughly put the Bernstein's men tried to roughly put the Bernstein's moveables off the lot. Rachael pointed an old, rusty, unloaded revolver at the laborers, and they ran like a pack of seared wolves. Mr. Goos immediately caused the arrest of Rachael and her mother. Mrs. Bernstein retaliated yesterday by having Mr. Goos and some of his workmen arrested for trespass. The trial of both cases is set for to-day.

Plead Not Guilty. The man Barbber, accused of forging pension papers, was arraigned in the United States court yesterday. He plead not guilty.

ODDS AND LEDS. Stray Leaves From the Reporter's

Note Back. It is rather surprising to note the wide variety of conceptions which exist in the minds of the oatsiders regarding the size of Omaha," remarked a traveller the other day. "Coming into Omaha last week, I made inquiries of different peoweek, I made inquiries of different peo-ple whom I met as to the size of the place. The answer I peceived indicated that your city might have a population ranging anywhere from 30,000 to 150,000, One travelling man from Boston who had never been in Omaha before said that he understood it was a city of about 10,000 ir habitants. Another man from Chicago inhabitants. Another man from Chicago who had heard a good deal of the place but who had never been here, suggested that it had about 90,0.0 people. Another man stated that it was nearer 150,000. A man from Minneapolis turned up his nose when I put the question to him, and said that Omaha had not been over 40,000. The candy boy who came along just then went him 10,000 lower, placing the estimate at 30,000. 'I ought to know' he said, 'because I run into Omaha twice a week. I grew tired of asking questions and decided that the only thing I could do was to wait and see for myself. My candid, unbiassed opinion is that your city contains at least 75,000 souls."

The statement was made in the BEE that the orderlies in the army headquarters were unable to realize that the quiet unostentious individual whom they found seated in the chair of the commanding general the other day was Gen. Crook. This does not apply to Sergeants Delaney and Bose, both of whom are "old timers" in the military service, having fought under Gen. Crook in his Indian campaign of 1876. The general was glad to meet his old comrades and greeted both of them with hearty warmth.

SAVED BY THE BIDS.

The New Carbing to Cost \$3,000 Less

than Before the Injunction. There was a special meeting of the board of public works yesterday. The bids upon stone for curbing were opened. Colorado sandstone and Mankato lime-stone were bid upon, the latter by J. E. Riley at 69 cents per linear foot. This was the lowest by 15 cents, but as only 25,000 feet of it could be secured, when 25,000 feet of it could be secured, when nearly 60,000 are required, the figure was not considered. Upon Colorado sandstone Riley's bid was 90 cents; Jas. Fox, \$1.05; C. D. Woodworth, 85½ and 86 cents; and Murphy, Creighton & Co., 84 and 85 cents per yard. In Districts 35, 43, 44, 48 to 55 inclusive, Woodworth's price was 85½ cents in districts 56 to 65 inclusive 86 cents per yard. In districts 35, 43 ts 86 cents per yard. In districts 35, 43 ts exclusive, Murphy, Creighton & Co.'sbid was 84 cents; in districts 55, 56 and 56 the bid was 85 cents per linear yard. These figures are considered remarkable for two reasons. They are lower than are those of the Union Pacific agent of the sandstone, himself, and about \$3,600 less cost to the taxpavers than were Murphy, Creighton & Co.'s bid before the Brennan-O'Neill injunc tion was granted. The contract was awarded to Murphy, Creighton & Co.

Wanted to Steal Diamonds.

Jack Bird was one of the prisoners brought before Judge Stenberg yesterday. He was arrested for stealing a ham from a down town grocery store. The judge gave him ten days in the county jail.

Bird confessed to a Ninth street sport ing woman yesterday afternoon that he was just out from a five-years sentence in Joliet, and had just consummated a scheme to break into Annie Wilson's mansion that night, and steal all the dia-monds he could find. The woman whose name in May Brown, at once informed the police, who speedily captured Brown. He was caught making away with a stolen ham and locked up on that charg

Peter Nolan, Hugh Burns and Thomas Thompson who were caught drinking liquor from partially empty beer kegs yesterday afternoon, were fined \$5 and cost each. None of them could pay, and they were taken to jail. Ella Jones paid a fine of \$5 and cost for assault upon Minnie Francis.

Several vagrants who were supposed to be implicated in a highway robbery on St. Marys avenue Sunday night, were given bread and water sentences

Whenyou come to Lincoln, stop at the Commercial Hotel, if you want hom comforts. C. W. Kitchen, Proprietor.

The Illustrious Dead. Both Custer and Omaha Posts, G. A. R., propose this year to take part in commemorating Decoration day. Each has taken the first step by agreeing upon thes matter, and last night, Custer Post, at it regular meeting appointed the following executive committee to act in the premi ses: D. A. Hurley, A. Allee, Jno. H. Fleming and P. O. Hawes. This committee, it is expected, will act in harmony with a similar committee from Omaha post to make the commemoration worthy of the great day. A citizer remarked vesterday that the tendency o the people was indifferentism in the mat the people was indifferential in the mat-ter of these celebrations. That they were becoming less worthy of the celebration and more difficult to be arranged. He claimed, also, that one of the G. A. R. posts took but a passive interest in the celebration and he thought it would be but a short time unless something should but a short time, unless something should be done, before the occasion would receive but passing attention. He would like, he said, to see such a celebration as they had eight years ago when the whole town took part, the buildings were dec-orated and the occasion was one which has not since been equalied.

Mourn Not for Her. The following lines were written in memory of the late Mrs. John G. Smiley, whose funeral took place Sunday after-

Mourn not for her who calmly sleeps Beneath the soft green sod; You rather should rejoice than weep, Her spirit is with God.

No more shall grief and bitter tears Disturb her peaceful breast; After her toils and sorrows here How sweet to be at rest.

A pilgrim at her joarney's end Across life's desert sands, Has gone to join the pilgrim's friend, Borne up by angels hands,

To join that shining, happy throng In brighter worlds above; To sing the never ceasing song Of joy and peace and love!

Where pleasures are alt pure and true; Untarnished all by sin. Where, though she cannot come to you, You yet with her may enter in. To Span the Tracks.

Phil Armour, the gentleman who for nearly a quarter of a century has held down the tripod of the postmaster of Council Bluffs, is now a frequent visitor to this city, and is likely to be more freto this city, and is likely to be more frequent in the near future. He is the manager of the works of Raymond & Campbell and will superintend the construction of the Sixteenth street viaduct, the contract of which has been awarded to his firm. The work must be done by the 1st of September, but Mr. Armour says he is determined it will be ready for use before that time, thus enabling people to enjoy the advantages of unbroken roadway to the south before the fall.

C. B. Persons will assume the position of day clerk of the Paxton. Mr Charles Ross goes on as night clerk.

The Court House Addition The county commissioners have been requested to furnish E. E. Meyers, the architect of the court house, with plans of the ground floor, elevator, etc., of the building, that he may prepare plans for the talked of additional story to be placed

under the building.

The commissioners propose to advertise for plans by which this work can be best done. A premium of \$300 will be paid to the architect of the most suitable plans. If the commissioners are con-vinced that the plan is feasible they will submit the proposition to a vote of the people this fall. The Case Against Kile.

Some days ago a complaint was filed with the county commissioners asking the impeachment of Constable Kile for drunkenness and actions unbecoming an officer in his position. The commissioners set 2p. m. yesterday as the time for the hearing of the case. At that hour, how-ever, it was discovered that Kile had never been legally summoned to appear before the board, and the case was ac-

cordingly continued. John L. Blair.

The eighty-four years which have passed since Mr. John I. Blair was born have left him in the possession of a hale and hearty condition not often gained by mortals. This distinguished gentleman was among the early projectors of the Union Pacific, and gave of his own means \$1,000,000 toward building it. He is now in attendance upon a case before the United States circuit court.

A little mistake was made in Monday evening's paper in the article headed "Young Folks Frolic," The occasion was in honor of Miss Lizzie Bushy, who has just returned from Colifornia.



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Persons unable to visat us may be treated at their Univary Organs, or send history of your case for an opinion.

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Ask for our goods and see that the bear our trade mark.

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Fine Business Lots at the South End, and

Beautiful Residence Lots!

In the north end of this Town. Two and one half miles from the Omaha pos

1,000 LOTS FOR SALE.

These are Quarter Acre Lots.

One Quarter Down,

The Finest Suburban Lots,

Before a Higher Appraisement is made.

CONSIDER:

That the location is beautiful.

That maple trees are planted on each side of the streets. That each lot contains 3,000 square feet with 23 foot aller. That the streets are 80 and 100 feet wide. That there are six dummy trains each way, besides the regular trains, That the street cars run to within one half mile of there.

That the street cars will run there this year.

That the price is one third less than is asked for property the same distance in other directions. That the lots are one third larger than most others. That they are backed by a syndicate representing \$40,000,000.

Tha ... there has already been expended between \$1,333,333 and \$2,333,333. That there is a fine system of waterworks, furnishing pure spring water.

That the railways all center there. That South Omaha is a town of itself. That it has its own postorice. That it has its own railway station.

That it has its own newspaper

In Fact

Examine It Carefully Look Into It. Don't Buy a Lot.

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